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TITLE:              METHOD AND SYSTEM FOR ESTABLISHING  
                         A TELEPHONY DATA CONNECTION TO A  
                         RECEIVER

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## METHOD AND SYSTEM FOR ESTABLISHING A TELEPHONY DATA CONNECTION TO A RECEIVER

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### FIELD OF THE INVENTION

This invention relates generally to telematics systems. In particular the invention relates to a method and system for establishing a telephony data  
10 connection to a receiver.

### BACKGROUND OF THE INVENTION

One of the fastest growing areas of communications technology is related to automobile network solutions. The demand and potential for  
15 wireless vehicle communication, networking and diagnostic services have recently increased. Although many vehicles on the road today have limited wireless communication functions, such as unlocking a door and setting or disabling a car alarm, new vehicles offer additional wireless communication systems that help personalize comfort settings, run maintenance and  
20 diagnostic functions, place telephone calls, access call-center information, update controller systems, determine vehicle location, assist in tracking vehicle after a theft of the vehicle and provide other vehicle-related services. Drivers can call telematics call centers and receive navigational, concierge, emergency, and location services, as well as other specialized help such as  
25 locating the geographical position of a stolen vehicle and honking the horn of a vehicle when the owner cannot locate it in a large parking garage. Telematics service providers can offer enhanced telematics services by supplying a subscriber with a digital handset.

A carrier signal is used to establish a CDMA (Code Division Multiple Access) telephony data connection between a telematics call center or third party entity and a receiver, such as a telematics unit in a vehicle. Various  
5 aspects of the CDMA telephony network work to attenuate the carrier signal, rendering it ineffective. This results in the inability to establish a data connection between the call center and the telematics unit.

It is desirable therefore, to provide a method and system for establishing a telephony data connection to a receiver, that overcomes the  
10 challenges and obstacles described above.

#### SUMMARY OF THE INVENTION

The current invention provides a method for establishing a telephony data connection to a receiver. The telephony data connection is initiated at a  
15 source location. A carrier signal is generated for the connection and the carrier signal is modified. The modified carrier signal is sent to the receiver. Identification data is received from the receiver.

Another aspect of the current invention provides a computer usable medium including computer program for establishing a telephony data  
20 connection to a receiver. The computer usable medium comprises: computer program code for initiating the telephony data connection at a source location; computer program code for generating a carrier signal for the connection; computer program code for modifying the carrier signal; computer program code for sending the modified carrier signal to the receiver; and computer  
25 program code for receiving identification data from the receiver.

Another aspect of the current invention provides a system for enabling a device function of a vehicle. The system comprises: means for initiating the telephony data connection at a source location; means for generating a carrier  
30 signal for the connection; means for modifying the carrier signal; means for sending the modified carrier signal to the receiver; and means for receiving identification data from the receiver.

The aforementioned and other features and advantages of the invention will become further apparent from the following detailed description of the presently preferred embodiment, read in conjunction with the accompanying drawings. The detailed description and drawings are merely illustrative of the invention rather than limiting, the scope of the invention being defined by the appended claims and equivalents thereof.

#### BRIEF DESCRIPTION OF THE DRAWINGS

**FIG. 1** is a schematic diagram of a system for establishing a telephony data connection to a receiver in accordance with one embodiment of the current invention;

**FIG. 2** is a flow diagram of method for establishing a telephony data connection to a receiver in accordance with one embodiment of the current invention; and

**FIG. 3** is a diagram detailing the step of modifying the carrier signal at block 230 of **FIG. 2**.

#### DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EMBODIMENTS

**FIG. 1** is a schematic diagram of a system for establishing a telephony data connection to a receiver in accordance with one embodiment of the current invention at **100**. The system for establishing a telephony data connection to a receiver at **100** comprises: a mobile vehicle **110**, a receiver, such as telematics unit **120**, one or more wireless carrier systems **140**, or one or more satellite carrier systems **141**, one or more communication networks **142**, and one or more call centers **180**. Mobile vehicle **110** is a vehicle such as a car or truck equipped with suitable hardware and software for transmitting and receiving speech and data communications.

In one embodiment of the invention, telematics unit comprises: a digital signal processor (DSP) **122** connected to a wireless modem **124**; a global positioning system (GPS) receiver or GPS unit **126**; an in-vehicle memory **128**;  
5 a microphone **130**; one or more speakers **132**; an embedded or in-vehicle phone **134** or an email access appliance **136**; and a display **138**. DSP **122** is also referred to as a microcontroller, controller, host processor, ASIC, or vehicle communications processor. GPS unit **126** provides longitude and latitude coordinates of the vehicle, as well as a time stamp and a date stamp.  
10 In-vehicle phone **134** is an analog, digital, dual-mode, dual-band, multi-mode or multi-band cellular phone.

Telematics unit **120** can store GPS location data and other data files in in-vehicle memory **128**. Telematics unit **120** can set or reset calling-state indicators and can enable or disable various cellular-phone functions,  
15 telematics-unit functions and vehicle functions when directed by program code running on DSP **122**. Telematics unit **120** can send and receive over-the-air messages using, for example, a pseudo-standard air-interface function or other proprietary and non-proprietary communication links.

DSP **122** executes various computer programs and computer program  
20 code, within telematics unit **120**, which interact with electronic and mechanical systems. DSP **122** controls communications between telematics unit **120**, wireless carrier system **140** or satellite carrier system **141** communications network **142** and call center **180**. A speech-recognition engine **119**, which can translate human speech input through microphone **130** to digital signals used  
25 to control functions of telematics unit, is installed in telematics unit **120**. The interface to telematics unit **120** includes one or more buttons (not shown) on telematics unit **120**, or on an associated keyboard or keypad that are also used to control functions of telematics unit **120**. A text to speech synthesizer **121** can convert text strings to audible messages that are played through  
30 speaker **132** of telematics unit **120**.

Speech recognition engine **119** and buttons are used to activate and control various functions of telematics unit **120**, such as placing personal calls, contacting a communication services advisor **185**, or requesting emergency services. In another embodiment, the interface to telematics unit **120** includes other forms of preference and data entry including touch-screens, wired or wireless keypad remotes, or other wirelessly connected devices such as Bluetooth-enabled devices or 802.11-enabled devices.

DSP **122** controls, generates and accepts digital signals transmitted between telematics unit **120** and a vehicle communication bus **112** that is connected to various vehicle components **114**, vehicle devices **115**, and various sensors **116** in mobile vehicle **110**. DSP **122** can activate various programming and operation modes, as well as provide for data transfers. In facilitating interactions among the various communication and electronic modules, vehicle communication bus **112** utilizes bus interfaces such as controller-area network (CAN), J1850, International Organization for Standardization (ISO) Standard 9141, ISO Standard 11898 for high-speed applications, and ISO Standard 11519 for lower speed applications.

Mobile vehicle **110** via telematics unit **120** sends and receives radio transmissions from wireless carrier system **140**, or satellite carrier system **141**. Wireless carrier system **140**, or satellite carrier system **141** is any suitable system for transmitting a signal from mobile vehicle **110** to communication network **142**.

Communication network **142** includes services from mobile telephone switching offices, wireless networks, public-switched telephone networks (PSTN), and Internet protocol (IP) networks. Communication network **142** comprises a wired network, an optical network, a fiber network, another wireless network, or any combination thereof. Communication network **142** connects to mobile vehicle **110** via wireless carrier system **140**, or satellite carrier system **141**.

Communication network **142** can send and receive short messages according to established protocols such as dedicated short range communication standard (DSRC), IS-637 standards for short message service (SMS), IS-136 air-interface standards for SMS, and GSM 03.40 and 09.02 standards. In one embodiment of the invention, similar to paging, an SMS communication is posted along with an intended recipient, such as a communication device in mobile vehicle **110**.

Call center **180** is a location where many calls are received and serviced at the same time, or where many calls are sent at the same time. In one embodiment of the invention, the call center is a telematics call center, facilitating communications to and from telematics unit **120** in mobile vehicle **110**. In another embodiment, the call center **180** is a voice call center, providing verbal communications between a communication service advisor **185**, in call center **180** and a subscriber. In another embodiment, call center **180** contains each of these functions.

Communication services advisor **185** is a real advisor or a virtual advisor. A real advisor is a human being in verbal communication with a user or subscriber. A virtual advisor is a synthesized speech interface responding to requests from user or subscriber. In one embodiment, the virtual advisor includes one or more recorded messages. In another embodiment, the virtual advisor generates speech messages using a call center based text to speech synthesizer (TTS). In another embodiment, the virtual advisor includes both recorded and TTS generated messages.

Call center **180** provides services to telematics unit **120**. Call center **180** can initiate telephony data connections and generate, modify and transmit carrier signals to a receiver such as telematics unit **120** through wireless carrier system **140**, satellite carrier systems **141**, and communication network **142**.

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Call center **180** can receive data from telematics unit **120**, through wireless carrier system **140**, satellite carrier systems **141**, and communication network **142**. Call center **180** can determine mobile identification numbers (MINs) and telematics unit identifiers associated with a telematics unit access request, compare MINs and telematics unit identifiers with a database of identifier records, and send calling-state messages to the telematics unit **120** based on the request and identification numbers.

Communication network **142** connects wireless carrier system **140** or satellite carrier system **141** to a user computer **150**, a wireless or wired phone **160**, a handheld device **170**, such as a personal digital assistant, and call center **180**. User computer **150** or handheld device **170** has a wireless modem to send data through wireless carrier system **140**, or satellite carrier system **141**, which connects to communication network **142**. In another embodiment, user computer **150** or handheld device **170** has a wired modem that connects to communications network **142**. Data is received at call center **180**. Call center **180** has any suitable hardware and software capable of providing web services to help transmit messages and data signals from user computer **150** or handheld device **170** to telematics unit **120** in mobile vehicle **110**.

**FIG. 2** is a flow diagram of method for establishing a CDMA telephony data connection to a receiver in accordance with one embodiment of the current invention. The method for establishing a CDMA telephony data connection to a receiver at **200** begins (block **205**) by initiating a CDMA telephony data connection at a source location (block **210**). A source location is a telematics call center or a third party entity with the proper hardware and software for establishing a telephony data connection to a receiver, such as a telematics unit. A carrier signal is generated for the connection (block **220**). To successfully establish a CDMA telephony data connection, the receiver must be able to detect the carrier signal. The carrier signal typically has a



frequency of 2225Hz. Various components of CDMA telephony network deployments act to attenuate the carrier signal preventing its detection by the receiver. These network components include various noise cancellation  
5 algorithms, carrier switches and network routers.

The carrier signal is modified to enable it to pass through or bypass any network components that would attenuate the signal (block **230**). The modified carrier signal is sent to the receiver (block **240**). Upon detection of the carrier signal "tone," the receiver responds by sending a carrier signal to  
10 the source location. The carrier signal generated at the receiver is typically 1778Hz for digital communication networks or 1270Hz for analog communication networks. Once the initial "tone" validation is successfully completed, identification data is received from the receiver (block **250**) allowing the source location to authenticate the receiver and begin voice or  
15 modulated data transmissions. The method ends (block **295**).

**FIG. 3** is a diagram detailing the step of modifying the carrier signal at block **230** of **FIG. 2** at **300**. The unmodified carrier signal **310** has a frequency of 2225Hz. The modified carrier signal **320** has the same 2225Hz frequency, which proceeds for 3 seconds **330**. After the 3 seconds has elapsed a 240-  
20 millisecond period of quiescence **340** is enforced in the carrier signal. The carrier signal then continues at 2225Hz for 3 seconds followed by another 240-millisecond period of quiescence. This process repeats for the duration of the telephony data connection allowing detection of the carrier signal at the receiver.

25 The preferred values of 3 seconds and 240 milliseconds described above are nominal values. These values will vary depending on the nature and character of the noise suppression algorithms, the carrier switches, and other components of the carrier networks.

While embodiments of the invention disclosed herein are presently considered to be preferred, various changes and modifications can be made without departing from the spirit and scope of the invention. The scope of the  
5 invention is indicated in the appended claims, and all changes that come within the meaning and range of equivalents are intended to be embraced therein.